

AMENDMENTS TO THE CLAIMS

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Claim 1.(original): A runflat tire which is comprised of a generally toroidal-shaped carcass with an outer circumferential tread, two spaced beads, a radial structure having at least one ply extending from bead to bead and sidewalls extending radially from and connecting said tread to said beads; wherein said tread is adapted to be ground contacting, and said sidewalls contain at least one insert radially inward from said ply and wherein the insert is comprised of a rubbery polymer and 1,6-bis(N,N'-dibenzylthiocarbamoyldithio)-hexane.

Claim 2.(currently amended): The runflat tire of claim 1 wherein the insert said at least one insert comprises from .1 to 10 phr of 1,6-bis(N,N'-dibenzylthiocarbamoyldithio)-hexane.

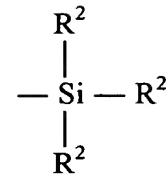
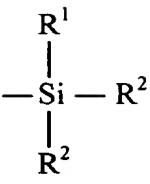
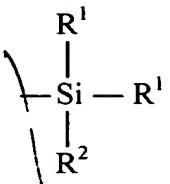
Claim 3.(currently amended): The runflat tire of claim 1 wherein the insert said at least one insert additionally comprises a cured polydiene rubber from about 10 phr to about 130 phr of a filler.

Claim 4.(original): The runflat tire of claim 1 wherein said rubbery polymer is selected from the group consisting of natural rubber, neoprene, polyisoprene, butyl rubber, halobutyl rubber, polybutadiene, styrene-butadiene copolymer, styrene/isoprene/ butadiene rubber, isoprene/butadiene rubber, methyl methacrylate-butadiene copolymer, isoprene-styrene copolymer, methyl methacrylate-isoprene copolymer, acrylonitrile-isoprene copolymer, acrylonitrile-butadiene copolymer, EPDM, a rubber coupled with a group IVa metal and mixtures thereof.

Claim 5.(original): The runflat tire of claim 1 wherein from 0.5 to 20 phr of a sulfur containing organosilicon compound is present and is of the formula:



in which Z is selected from the group consisting of



Where R^1 is an alkyl group of 1 to 4 carbon atoms, cyclohexyl or phenyl; R^2 is alkoxy of 1 to 8 carbon atoms, or cycloalkoxy of 5 to 8 carbon atoms; Alk is a divalent hydrocarbon of 1 to 18 carbon atoms and n is an integer of 2 to 8.

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Claim 6.(original): The runflat tire of claim 3 wherein said filler is silica.

Claim 7.(original): The pneumatic tire of claim 3 wherein the 1,6-bis(N,N'-dibenzylthiocarbamoyldithio)-hexane is present in an amount which is within the range of about 0.5 phr to about 5 phr.

Claim 8.(original): The pneumatic tire of in claim 4 wherein the group IVa metal is selected from the group consisting of tin, lead, germanium and silicon.

Claim 9.(original): The pneumatic tire of claim 3 wherein the filler is carbon black.

Claim 10.(original): The pneumatic tire specified in claim 3 wherein the filler is present at a level which is within the range of about 35 phr to 65 phr.

Claim 11.(original): The pneumatic tire of claim 8 wherein the rubber coupled with a Group IVa metal is selected from the group consisting of styrene-butadiene rubber, polybutadiene rubber, polyisoprene rubber, and styrene-isoprene-butadiene rubber.

Claim 12.(currently amended): The pneumatic runflat tire of claim 1 wherein said at least one insert is substantially crescent-shaped and is juxtaposed to and axially inward of at least one of said carcass plies in each of said sidewalls of the tire.

Claim 13.(original): The runflat tire of claim 1, wherein said pneumatic radial ply runflat passenger tire having a tread, a casing with two sidewalls, two annular beads, a radial ply structure extending between the two annular beads and a belt structure located between the tread and the radial ply structure, radial ply structure is comprised of: (a) an inner radial ply having metal reinforcement cords capable of supporting compressive loads under runflat operating

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conditions; (b) an outer radial ply having organic fiber reinforcement cords capable of supporting tensile loads under runflat operating conditions; and (c) an insert having a neutral bending axis therethrough, the insert being circumferentially disposed between the inner and outer radial plies and in a flex area of each sidewall, such that the neutral bending axis is located further from the outer ply under runflat operating conditions for reducing the flexure of the sidewall.

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Claim 14.(new): A runflat tire which is comprised of a generally toroidal-shaped carcass with an outer circumferential tread, two spaced beads, a radial structure having at least one ply extending from bead to bead and sidewalls extending radially from and connecting said tread to said beads; wherein said tread is adapted to be ground contacting, and said sidewalls contain at least one insert radially inward from said ply and wherein said at least one insert is comprised of a rubbery polymer including syndiotactic 1,2-polybutadiene, and 1,6-bis(N,N'-dibenzylthiocarbamoyldithio)-hexane.

Claim 15.(new): The runflat tire of claim 14, wherein said at least one insert comprises from 0.1 to 10 phr of 1,6-bis(N,N'-dibenzylthiocarbamoyldithio)-hexane.

Claim 16.(new): The runflat tire of claim 15, wherein said at least one insert further comprises from 0.5 to 8 phr of sulfur.

Claim 17.(new): A runflat tire which is comprised of a generally toroidal-shaped carcass with an outer circumferential tread, two spaced beads, a radial structure having at least one ply extending from bead to bead and sidewalls extending radially from and connecting said tread to said beads; wherein said tread is adapted to be ground contacting, and said sidewalls contain at least one insert radially inward from said ply and wherein said at least one insert is comprised of, per 100 parts by weight of elastomer (phr):

from 20 to 50 phr of natural rubber;
from 50 to 80 phr of a masterbatch of cis 1,4 polybutadiene and syndiotactic 1,2 polybutadiene;
from 0.1 to 10 phr of 1,6-bis(N,N'-dibenzylthiocarbamoyldithio)-hexane;
from 10 to 130 phr of a filler selected from carbon black and silica; and
from 0.5 to 8 phr of sulfur.

Claim 18.(new): The runflat tire of claim 17, wherein said at least one insert comprises from 0.5 to 5 phr of 1,6-bis(N,N'-dibenzylthiocarbamoyldithio)-hexane.

a (s) b Claim 19.(new): The runflat tire of claim 17, wherein said at least one insert comprises from 1.5 to 6 phr of sulfur.

The above amendments are supported by the original specification.